

mates it amounts to \$1,198,000, making in the supplementary and main estimates chargeable to income \$43,426,844. There have been other sums besides that included in the main estimate voted this year, but those have been voted every year, almost, since confederation. There are certain sums that are asked for to carry on the affairs of the country that are chargeable to capital account. Hon. gentlemen know very well the line which divides those expenses which are charged against the ordinary and current revenues of the country and those estimates that are obtained for the purpose of making improvements of a permanent character, that could not be charged against the expenses of the year. These relate to various public works, and are of very considerable importance, and are justified, in my opinion, by the circumstances of the country and by its requirements, especially those requirements that are certain to arise at a very early day. The main estimates chargeable to capital account amount to \$4,748,000 in round numbers, and the supplementaries chargeable to capital account \$3,598,000, and then there are railway subsidies, \$5,305,000 and sums for bridges in the province of Quebec, the one over the St. Lawrence near the city of Quebec \$1,000,000, and certain other bridges amounting to \$235,000.

Hon. Mr. DEBOUCHERVILLE—How much altogether?

Hon. Mr. MILLS—\$51,000,000 I think, besides these estimates for railway purposes.

Hon. Mr. LANDRY—And the Ottawa contribution.

Hon. Mr. MILLS—Then let me say that these amounts are variable. Some years they are very much larger than they are other years. Thus, when we built the Canadian Pacific Railway and agreed to pay the company \$25,000,000 to aid in the construction of that road, besides the immense area of public lands that were given, no one for a moment suggested that those \$25,000,000 ought to be charged against the expenditure of the year in which the contract was made. From the very earliest period down to the present day, when we have been discussing the expenditure for the year, whether in this House or in the House of Commons, no one has included in

that expenditure the amount of money that has been voted and charged to capital account. Sometimes expenditures have been charged to capital account, which, in the opinion of some members of the House of Commons, ought to have been charged to the ordinary revenues of the year. For instance, a few years ago, when the charges made for the surveying of the lands in the North-west Territories, was transferred from being a charge to ordinary revenue to a charge upon capital account, objection was taken by some members of the House. And so I might mention other instances of a similar character. These, however, are quite subordinate, and I might say that a fair comparison between the expenditure of the present year and years gone by must be a comparison between the charges to revenue account in the present year and the charges against revenue in previous years. When it is said that the expenditure under the late government was in a certain year something over \$38,000,000, there is not a dollar over \$38,000,000 that embraced charges to capital account. They are charges to revenue account, and to revenue account alone. If you take out of the charges of the current year the charges that arise out of the administration of the affairs of the Yukon country, which is wholly new, and the extra charge made for public improvements for the purpose of promoting the commerce of the great lakes, you will find that the charges for the ordinary affairs of government have not been increased. The charges for the ordinary affairs of government are less per capita the present year than they have been in former years. I am not going into a comparison of these charges, however, at the present time. That is a matter rather relating to the business of the House of Commons than to this House, but I say when you look at the rapid extension of the commerce of the Dominion, when you consider that during the past two years it has grown by some millions more than it did during the preceding twenty-three years, you will see how rapid the expansion has been and how necessary the improvement of the highways of commerce are to the commercial interest of the country. If we were stationary, there are improvements which are being made that would not be justified, but when we are so rapidly progressing and our commerce is expanding to such gigantic proportions, we would be